In the Claims:

Listing of Claims:

Claims 1 - 24 (previously cancelled)

25.(currently amended) A steering system for a utility vehicle, the vehicle having a front axle, a rear axle, a pair of front wheels, a pair of rear wheels, an internal combustion engine driving a mechanical drive for driving the rear wheels on the rear axle, so that a drive connection between the engine and the rear wheels is purely mechanical, and a pair of electric drives, each for driving one of the front wheels, and a controller for controlling the electric drives and causing each electric drive to transmit a defined torque to a corresponding one of the front wheels, wherein:

when the vehicle is turning, the vehicle having a radial outer front wheel and a radially inner front wheel, the electric drive supplying a greater torque to the outer front wheel and supplying a lesser torque to the inner front wheel.

26.(previously amended) The steering system of claim 25, wherein:

the defined torque is derived from an operating state of the vehicle and from an operator input.

27.(previously amended) The steering system of claim 26, wherein:

the vehicle includes a front axle mechanical steering device, and the operating state comprises a steering angle of the front axle mechanical steering device.

28. (previously added) The steering system of claim 27, wherein:

the steering angle is detected by a sensor.

29. (previously added) The steering system of claim 25, further comprising:

a yaw rate sensor which senses a yaw rate of the vehicle, and the defined torque is derived from the sensed yaw rate.

30. (previously added) The steering system of claim 26, wherein:

the vehicle includes an input device which can be used by an operator to change a direction of the vehicle.

31. (previously added) The steering system of claim 30, wherein:

the input device comprises a steering wheel, a joystick, a pedal or a switch on a steering wheel of the vehicle.

32. (previously added) The steering system of claim 25, wherein:

the defined torque is derived from a difference between an actual driving direction and a desired driving direction of the vehicle.

33. (previously added) The steering system of claim 32, wherein:

the desired driving direction of the vehicle is derived from a defined travel route stored in a memory unit.

34. (previously added) The steering system of claim 32, wherein:

a navigation system includes a remote transmitter which transmits navigation signals, and the desired driving direction is derived from the navigation signals.

35. (previously added) The steering system of claim 25, further comprising:

a remote control system which includes a transmitter and a receiver on the vehicle, the remote control system allowing the vehicle to be controlled remotely.

36. (previously amended) The steering system of claim 25, wherein:

the electric drive comprises an asynchronous electric motor.

37. (previously added) The steering system of claim 25, wherein:

a rotational speed sensor is coupled to each wheel.

38. (previously added) The steering system of claim 37, wherein:

a rotational speed sensor is coupled to the electric drive.

39. (previously added) The steering system of claim 37, wherein:

the defined torque is computed as a function of the rotational speeds of the wheels.

40. (previously amended) The steering system of claim 25, wherein:

torque transmitted by the electric drive is computed as a function of a difference between a mean value of peripheral speeds of the rear wheels and the peripheral speed of the driven front wheel.

41. (previously amended) The steering system of claim 25, wherein:

the torque transmitted to the wheel driven by an electric drive is limited when a threshold rotational speed of the wheel driven by the electric drive has been exceeded.

42. (previously amended) The steering system of claim 25, wherein:

the steering system prevents varying the defined torque until a defined value of a vehicle operating state has been exceeded.

43. (previously amended) The steering system of claim 25, wherein:

the electric drives are controlled in a non-linear fashion to optimize tire wear during large radius turns and to minimize turning radius during small radius turns.

44. (previously amended) The steering system of claim 25, further comprising:

a differential lock which allows the front wheels to be driven at equal peripheral speeds.

45. (previously amended) The steering system of claim 25, wherein:

the vehicle can be steered by causing the electric drives to transmit differing torques to each of the front wheels.

46. (previously amended) The steering system of claim 25, wherein:

the electric drives are controlled to counter-steer the vehicle when moving across a slope.

47. (previously amended) The steering system of claim 25, wherein:

the electric drives are controlled to stabilize the vehicle.